Saskatchewan. Dept. of Agriculture. Transportation Policy Unit. c.2

Saskatchewan
Agriculture

Transportation
Policy Unit

Report on the performance of the grain handling and transportation system in the 1981-82 crop year

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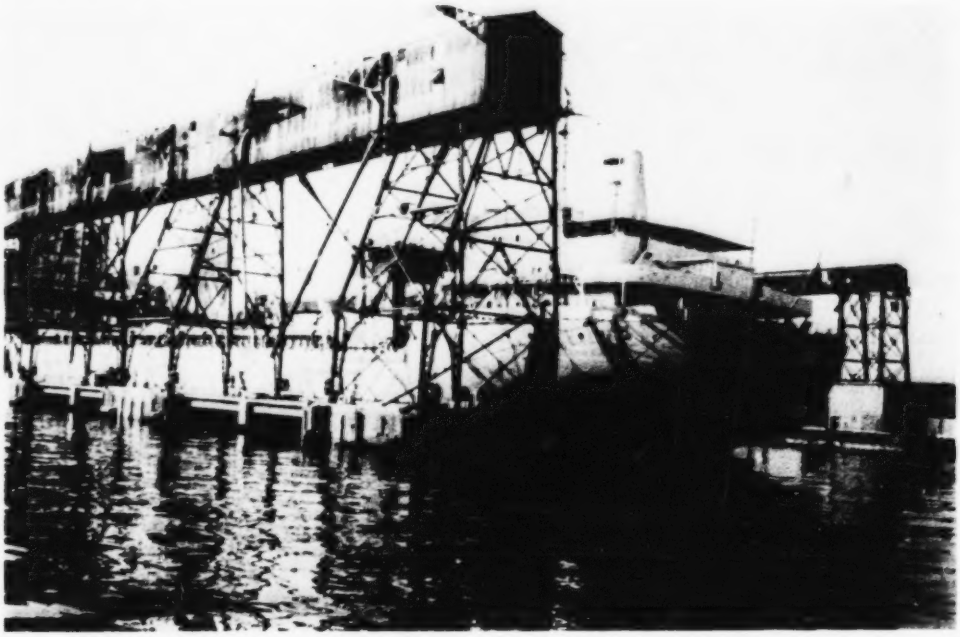
I Volume of Grain Exported

Exports of the principal grains and oilseeds totalled a record high of 26.059 million tonnes, surpassing the previous record attained in 1979-80 (21.739 million tonnes) by 20%.

The 1981-82 export total represents an increase of 23% from the year before, when exports totalled 21 207 000 tonnes.



In 1981-82 Canada exported 15.662 million tonnes of wheat, 48 thousand tonnes of oats and 5.723 million tonnes of barley.

The volume of 1981-82 grain exports by type of grain is set out below.

VOLUME OF GRAIN EXPORTS* BY TYPE OF GRAIN

	- million tonnes -		
Board Grains	1981-82	1980-81	% Change
Wheat	15.662	13.514	+16
Durum	2.311	2.075	+11
Oats	0.048	0.045	+77
Barley	5.723	3.237	+77
Sub-Total	23.744	18.871	+26
Non-Board Grains			
Rye	0.550	0.446	+23
Flaxseed	0.401	0.518	-23
Rapeseed	1.364	1.372	- 1
Sub-Total	2.315	2.336	- 1
TOTAL	26.059	21.207	+23

* Figures are preliminary ones from the Canadian Grain Commission and include exports overseas and the United States.

As can be observed from the foregoing table, the export of board grains increased by 26% from the previous year. On the other hand, exports on non-board grains declined marginally by 1%.

VOLUME OF GRAIN EXPORTED OVERSEAS
BY PORT OF LOADING*

- million tonnes -

	1981-82	1980-81	% Change
Vancouver	10.346	8.320	+24
Prince Rupert	1.283	1.243	+ 3
Churchill	0.438	0.290	+51
Thunder Bay & East	12.820	10.385	+23
TOTAL	24.887	20.238	+25

* Excludes exports to the United States.

With the exception of the Port of Prince Rupert, grain exports from all the ports increased significantly in the 1981-82 crop year.

Many factors contributed to last year's record export performance. The Wheat Board sold grain at a level which kept the system going at maximum capacity all year and this contributed to steady ship arrivals at tide water ports. For example, at the Port of Vancouver, the 10.3 million tonnes exported represents a 24% increase over the previous record of 8.3 million tonnes set in 1980-81.

The grain handling and transportation systems at Thunder Bay set a record of 8 547 unloads in one week. Two years ago, 7 000 unloadings a week was considered good in Thunder Bay . Along the St. Lawrence, the transfer elevators consistently loaded 40 000 tonnes a day.

Perhaps the major factor responsible for last year's record exports is the extra rail capacity which was not used by other commodities. Shipments of iron ore, potash, coal and other commodities declined substantially during the year, freeing railway and laker fleets to move grain. The two national railways turned 4 000 hopper cars over to the grain trade and the lakers reduced their turnaround time to 14 days from 20.

II Visible Supplies of Grain

At the close of business July 31, 1982, visible stocks of grain and oilseeds in store and in transit totalled 9.380 million tonnes or 10% lower than last year. This drop in stocks can be attributed to the smooth working of the entire grain handling and transportation system last crop year.

Visible supplies of grain stocks are set out below by location and by type of grain.

GRAIN STOCKS, PRINCIPAL POSITIONS

	- in thousands of tonnes -		
	1981-82	1980-81	% Change
Pacific Coast	536.2	598.2	-10
Prairie	5 105.3	5 990.4	-15
Churchill	98.8	98.0	+0.8
Thunder Bay	892.8	804.0	+11
Eastern Canada	1 570.5	1 535.5	+ 2
In-Transit, East	675.9	382.5	+77
In-Transit, West	496.6	987.4	-50
TOTAL	9 376.1	10 396.0	-10

As can be noted from the above table, there is a significant decrease in the 1981-82 crop year in the volume of grain in-store and in-transit at the West Coast. On the other hand, grain in-store and in-transit in eastern Canada is higher than last year. At Churchill grain in store was

marginally higher than last year. Grain in store at prairie positions are lower than last year, while it is 11% higher at Thunder Bay.

GRAIN STOCKS BY TYPE OF GRAIN

- in thousands of tonnes -

	1981-82	1980-81	% Change
Wheat	5 107.0	5 800.6	-12
Durum	1 017.4	1 001.6	+ 2
Oats	199.9	149.6	+34
Barley	2 062.0	2 063.2	-.05
Rye	203.6	169.1	+20
Flaxseed	214.2	288.0	-26
Rapeseed	576.3	923.9	-38
TOTAL	9 380.4	10 396.0	-10

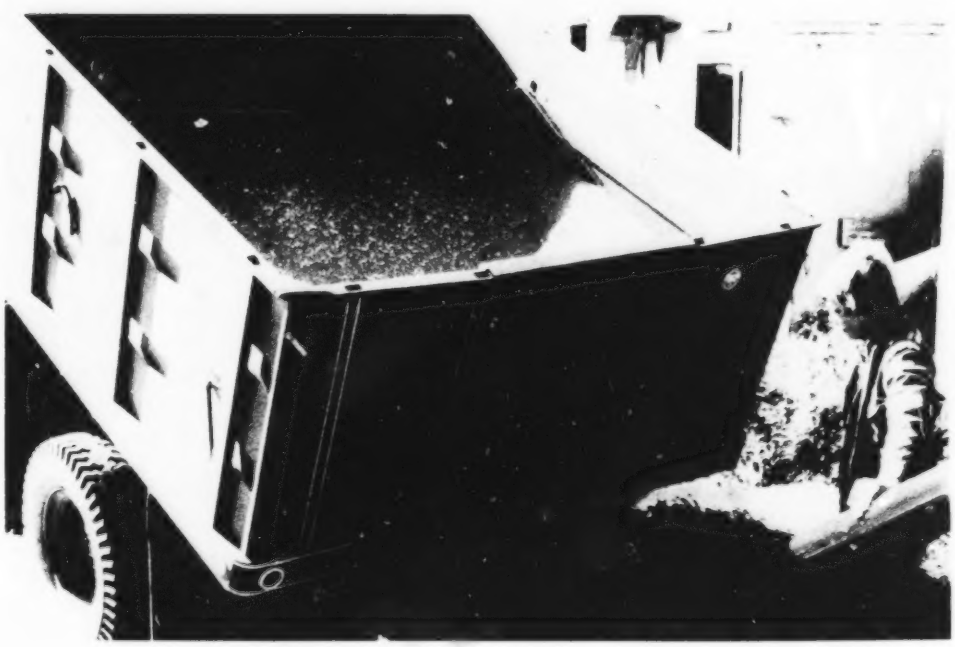
The table above indicates that stocks of wheat have declined significantly, while stocks of Durum and oats have increased. With the exception of rye, non-board stocks of flaxseed and rapeseed declined substantially.

III Farmers' Deliveries of Grain

In the 1981-82 crop year, producers' deliveries of grain increased by 1 290 000 tonnes or 4%.

Delivery of wheat showed a small increase, but there was a significant increase in the delivery of oats and barley. Farmer deliveries of flaxseed and rapeseed were down a considerable extent (17%, 11%, respectively).

On the other hand, rye deliveries increased significantly from the previous year.



Farmer deliveries of oats, barley and rye increased substantially in 1981-82. The respective increases were 21, 14 and 65%.

Farmers' deliveries by type of grain are set out in the table below.

FARMERS' DELIVERIES BY KIND OF GRAIN

- in thousands of tonnes -

	1981-82	1980-81	% Change
Wheat	17 105.7	16 526.2	+ 3
Durum	2 529.8	2 721.9	- 7
Oats	475.2	392.1	+21
Barley	7 335.5	6 454.5	+14
Rye	632.8	384.2	+65
Flaxseed	354.5	426.0	-17
Rapeseed	1 915.5	2 153.3	-11
TOTAL	30 349.0	29 058.2	+ 4

IV Rail Car Unloads By Port

In the 1981-82 crop year, there were 434 118 cars unloaded compared to 390 910 in 1980-81. An increase of 43 208 or 11%.

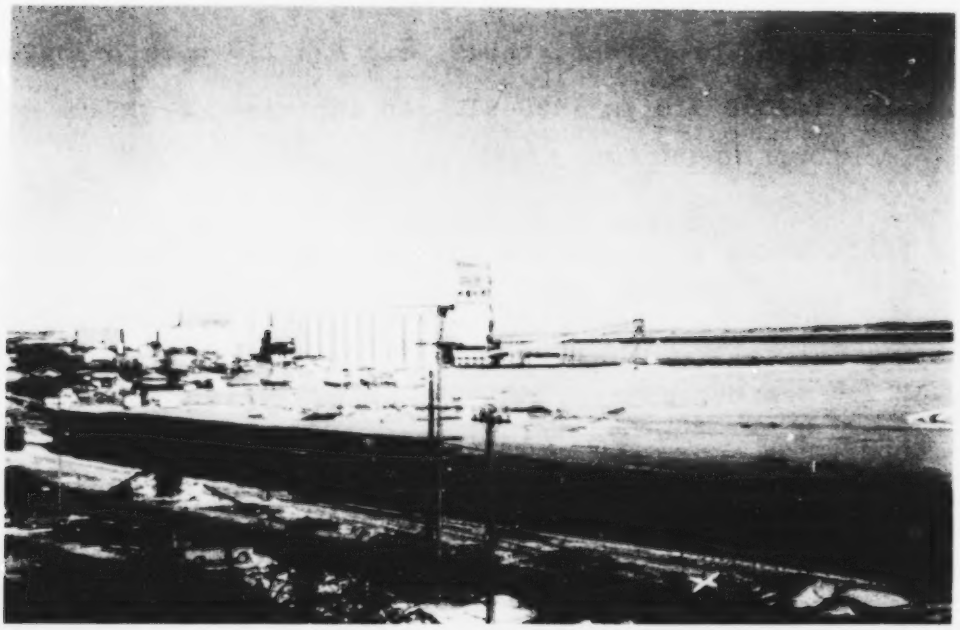
The table below sets out the car unloads by ports.

	1981-82	1980-81	% Change
Vancouver	148 110	129 023	+15
Prince Rupert	19 993	21 036	- 5
Thunder Bay	257 875	233 686	+10
TOTAL	434 118	390 910	+11

As can be noted from the above table, car unloads increased significantly at Vancouver, but were down at Prince Rupert.

There were also significant increases at the ports of Thunder Bay and Churchill in the 1981-82 crop year. (Table 1 attached compares the cumulative grain car unloads by week for the 1981-82 and 1980-81 crop years).

The Grain Transportation Authority sets car unload targets for each port each week. For the 1981-82 crop year total target unloads were 450 520 and actual car unloads were 424 041 or 94 percent of target.



In 1981-82 grain unloads from rail cars increased at Vancouver, Churchill and Thunder Bay but decreased at Prince Rupert.

The following table sets out the target and actual car unloads for the 1981-82 crop year.

	GTA Target	Actual Unloads	% of Target
West Coast	178 550	168 532	94
Thunder Bay	271 970	255 509	94
	450 520	424 041	94

Table 2 attached compares the 1981-82 Grain Transportation Authority (GTA) unload targets and actual unload performance for each week of the crop year.

V Disruptions In Service

West Coast

Before January 1, unloads at the Port of Vancouver were at a record level. Terminal expansions by Alberta and Saskatchewan Wheat Pools and a new Pioneer Grain terminal contributed to the record unload levels. But, snowslides along the Canadian National railway line in January and poor turnaround time for cars travelling through very cold conditions in the prairies caused a decline in unloads at the Port. Also, in January, the grain handlers at the West Coast did not work overtime, causing total unloads to reach a low of 2 565 at both ports rather than the GTA target of 3 500. The grain handlers returned to overtime work and performance returned to normal levels.

With the exception of six weeks (Weeks 38, 42, 43, 44, 47 and 49) in the 1981-82 crop year, actual unloadings were below the GTA target at Prince Rupert. The inclement weather in the Rocky Mountains was not the only reason for the poor unload performance. Early in the 1981-82 crop year, the trackmobile broke down at the Port. This caused major delays in unloads.

Then there were scheduling problems. Ships were not getting to the Port on time. As a result, the terminal was filled with grain. There were long lines of cars on the tracks waiting to be unloaded. This problem was very serious in the September to October period. In December, persistent and heavy rains prevented the loading of ships at the Port. Finally, in February, the railway line to Prince Rupert was blocked for two days, causing major delays on that line. After the cold spell and the repairs of the trackmobile, no major disruptions were reported.

Thunder Bay

The thirteen day strike by the grain handlers union in September of 1981 did disrupt service at the Port. Following settlement of the strike, unload performance improved considerably. For example, in Week 49 there were 8 547 unloadings, a record for Thunder Bay. Two years ago 7 000 unloadings a week was considered good in Thunder Bay.

The 1981 navigation season ended at Thunder Bay in Week 22 with the close of the Seaway. The Canadian Wheat Board's winter rail program commenced in Week 23. It was the biggest ever undertaken by the Board. When it was finished (Week 37) over 200 trains moved 1.4 million tonnes of prairie grain.

This compares with the 811 465 tonnes carried by 98 trains in last year's program. Car unloadings were reduced in Weeks 21 and 22 due to Christmas and New Years holidays.

A long harsh winter in eastern Canada, which saw the development of ice covers 40% to 50% greater than normal, delayed the opening of the St. Lawrence Seaway to April 5th, which was Week 36 in the 1981-82 crop year. In the 1980-81 crop year, the Seaway opened in Week 34.

Churchill

The 1981 shipping season closed in Week 12. During that time, 8 140 cars were unloaded at the Port, a 71% increase from the previous year.

Cars were unloaded again beginning in Week 52 and at the end of the 1981-82 crop year, the total had risen to 8 441, an 18% increase from the 1980-81 crop year. 458 476 tonnes of grain were shipped, compared to 290 000 tonnes the previous year. The interchange agreement implemented in 1980 by both major railways was not continued in the 1981-82 crop year.

Baie Comeau

The transfer elevator owned by Cargill Grain caught fire on May 14th, causing some damage and a shutdown of operation for a period of two weeks. Damage was restricted to equipment, mostly in the underground conveyor system. The elevator has a storage capacity of over 10 million bushels and along with several other elevators on the St. Lawrence River is important as a transfer point for grain shipments originating at Great Lake ports.

VI Grain Transportation Authority Action

Rapeseed Car Allocation Changes

In the spring of 1981, the Grain Transportation Authority commissioned two consulting firms (the IBI Group and Theo Joseph Inc.) to examine various aspects of the car allocation system. The purpose of the study was to assist the Authority in the development of a new system for allocating between board and non-board grains.

Following completion of the report, it was made available to the grain industry and the railways for their evaluation. The GTA has now developed a new sales based allocation system for Vancouver rapeseed. The allocation procedure will consist of the following steps:

- total export movement of rapeseed will be determined from position statements which are to be submitted by exporters and which will contain details of all sales and from other trade sources;
- total potential supply immediately available to meet export sales will be determined by summing total rapeseed stocks at Vancouver, cars enroute and "open orders" (i.e., shipping orders placed in the country but not yet filled). Enroutes and open orders will be determined from position statements submitted by shippers;

- providing adequate transportation is available, total cars allocated to rapeseed will be sufficient to meet export sales, after considering potential available by way of stocks instore Vancouver, enroutes, open orders and projected inventory levels;
- finally, the cars allocated are divided between shippers. A division is first made between producer cars and other shippers, with producer cars being allocated by the Canadian Grain Commission on application up to 5% of the total rapeseed cars available. The remaining cars are then distributed to other shippers in proportion to their sales to exporters or international markets.

The new procedure took effect February 24, 1982 and according to the GTA is running smoothly.

Rapeseed Car Exchange Program

At the final meeting of the GTA's Rapeseed Car Exchange Steering Committee held February 23, 1982, it was agreed that this inter-terminal car exchange program would be continued on an indefinite basis. It was also agreed that the administration and funding of the program would be assumed by the grain industry, including the railways at Vancouver, starting August 1, 1982. The program is intended to yield the following benefits:

- decreased switching for the railways because individual rapeseed cars would no longer have to be placed at the terminal to which they were billed;
- reduced interchanging primarily because Canadian Pacific cars destined to the north shore terminals could be unloaded at the south shore terminals;
- better service to the terminal elevators because fewer cars would have to be stopped and switched;
- faster movement of all grain cars through the port since decreased switching would reduce movement delays and ultimately car cycle times.

The railways feel that the program is of benefit to them in that it has substantially reduced switching the number of rapeseed cars on load and interchanges.

Increasing The Proportion of Hopper Cars in West Coast Service

The Grain Transportation Authority recently completed a study in consultation with the railways and the grain industry concerning the possible increased utilization of hopper cars for moving grain to the West Coast. The principal conclusion of the study is that maximizing the proportion of hoppers used in the western cycles of both railways would enable the movement of projected volumes for export to 1990 within the capacity limitation identified by the railways.

Canadian National Rail confirmed plans following the study to convert to full, or at least maximum, possible hopper car use to Vancouver beginning August 1, 1982 and to Prince Rupert as soon as is feasible.

Canadian Pacific Rail also plans on increasing the proportion of hopper cars for shipments to Vancouver.

New Hoppers Increase Grain Car Fleet

To move the anticipated volume of grain, another 5 120 rail cars are needed over the next five years. In May, 1982 the federal government ordered 1 280 cars.

A study by the Grain Transportation Authority on hopper car requirements in the 1980's and 1990's concluded that the current fleet of 14 000 hoppers and 13 000 box cars have the capacity to move 35 million tonnes of grain. However, both the continued decline in the number of box cars and predicted increases in grain exports make further hopper car purchases necessary. The study recommended that 5 120 cars be purchased over the next five years to ensure that anticipated volumes would be handled. The purchase program should begin in 1981-82 with the ordering of 1 280 cars.

The federal government announced in May of 1982 that they had ordered 1 280 cars. The first of the new hoppers rolled of the production line last August 5th. It is hoped by the end of November all 1 280 cars would have been delivered.

This year's expansion brings the number of hoppers provided by the federal government, governments of Alberta and Saskatchewan, and the Canadian Wheat Board to over 15 000 or 60% of the total dedicated grain fleet.

VII Major System Improvements and Developments

Marine Transportation

On April 28, 1982 the Algowest, a 730 foot long, 76 foot wide vessel was launched. The ship is the first new vessel built as a result of the long term contracts between the Wheat Board and three lake vessel companies. In return for the Board's guarantee of minimum tonnage over the next five years, the companies are building five new lakers to increase capacity for Western Canadian grain. The other four vessels will be launched next year.

Parrish and Heimbecker Buy Lakers

Parrish and Heimbecker recently bought nine grain transporting lakers from the bankrupt Pierson Steamships Ltd. of Ontario. The lakers will operate on the Great Lakes/St. Lawrence Seaway system, carrying domestic or Canadian Wheat Board grain to Montreal.

Rail Transportation

Producer car shipments in 1981-82 increased by 11% from the year before. The Canadian Grain Commission reports 3 282 producer cars were shipped during the last crop year, up from 2 954 in 1980-81.

Barley led the way with 79 998 tonnes shipped in producer cars. There were 60 886 tonnes of rapeseed, 29 292 tonnes of wheat, 20 523 tonnes of rye, 11 811 tonnes of flax, 4 572 tonnes of oats and 3 835 tonnes of durum (about 49 000 tonnes non-board and 31 000 board).

Work Is Started On Tunnel

Canadian Pacific Rail is moving ahead on $22 million of preparatory work to its $500 million Rogers Pass tunnel project. This would enable major work to get underway in early summer of 1983, for projected completion before the end of 1986.

The tunnel project will alleviate the most immediate bottleneck looming for the company's main line through the Rocky Mountains and will raise daily capacity to 19 trains from the present 15.

Prince Rupert Grain Terminal

A $133 million contract for construction of the new grain terminal at Prince Rupert has been awarded by Prince Rupert Grain Ltd. to two firms.

Foundation Company of Canada Ltd. of Toronto and A. B. Skanska Cementjuteriet of Sweden were the successful bidders for the basic construction work on the $275 million terminal, scheduled to begin operation in 1985.

The terminal, to be the largest on North America's West Coast, will start handling grain in early 1985, with up to 3.5 million tonnes flowing into foreign ships each year by 1989. Projections indicate that the new terminal will increase handling capacity of West Coast ports by 30%.

Prince Rupert Grain ltd., a consortium of six grain companies (Alberta Wheat Pool, Saskatchewan Wheat Pool, Manitoba Pool Elevators, Pioneer Grain, United Grain Growers and Cargill) will own and operate the facility.

Commission Held To 6 And 5

The federal government 6% and 5% wage and price policy will prevent the Canadian Grain Commission from recovering the cost of many of its services this year.

The Grain Commission had intended to increase the fees of such things as primary eleva[illegible] licences (to $100 from $25), terminal licences (to $250 from $100), grain dealer licences (to $1,000 from $250) and grain inspection services (to $13.50 from $10.50 per car).

However, the federal government refused, saying the Commission had to comply with the 6% and 5% guidelines.

VIII Potential Problems For The 1982-83 Crop Year

There are currently three major contracts that are being negotiated which could determine whether the Wheat Board 1982-83 grain export target will be met.

At Vancouver, Grain Workers Union Local 333, representing about 600 grain terminal workers is negotiating with the British Columbia Grain Terminal Operators. A conciliation Commissioner, Don Munroe, tabled his report in early August but it was rejected by the operator's association. Union leader, Henry Kancs, has charged that the elevator operators are planning to close West Coast grain handling facilities in an attempt to force their contract terms on the employees. At the present time, there is disagreement as to what will happen next. The workers have been without a contract since December 31, 1981.

The British Columbia Maritime Employees' Association and the International Longshoremen's and Warehousemen's Union (ILWU) are continuing to meet with Commissioner Allan Hope. They have also been without a contract since December 31, 1981. The ILWU workers load grain onto ships and prepare the vessels for departure.

Federal grain inspectors and weighmen in Thunder Bay have begun a work-to-rule campaign to protest the government's 6% wage restraint plan. The grain inspectors' contract expires in October and the weighmen's runs through 1982. All PSA members have been notified that a strike alert will be in effect after October 1, 1982. Public Service Alliance representative, Wayne Simpson, has said members should be prepared to strike any time after that date.

TABLE 1: COMPARISON BETWEEN 1981-82 G.T.A. CAR UNLOAD TARGETS AND ACTUAL CAR UNLOAD PERFORMANCE

1981-82 CROP YEAR

Week	VANCOUVER G.T.A. Target	VANCOUVER Actual Unloads	VANCOUVER % of Diff.	PRINCE RUPERT G.T.A. Target	PRINCE RUPERT Actual Unloads	PRINCE RUPERT % of Diff.	THUNDER BAY G.T.A. Target	THUNDER BAY Actual Unloads	THUNDER BAY % of Diff.
1	2 400	2 377	- 1	400	203	-49	4 400	4 297	- 2
2	3 000	2 773	- 8	500	352	-30	5 500	5 441	- 1
3	3 000	2 806	- 7	500	463	- 7	5 500	4 154	- 6
4	3 000	2 897	- 3	500	336	-33	5 500	4 994	- 9
5	3 000	2 621	-13	500	415	-17	5 300	1 771	-66
6	2 400	2 302	- 4	400	352	-12	WORK STOPPAGE		
7	3 000	2 287	-24	500	349	-30	2 950	2 383	-19
8	3 000	3 058	2	500	461	- 8	5 900	6 507	+10
9	3 000	3 212	- 7	500	338	-12	6 000	4 612	-23
10	3 000	3 174	- 6	500	361	-28	6 000	6 197	+ 3
11	2 700	2 484	- 8	400	366	- 8	5 100	6 081	+19
12	3 000	3 086	+ 3	500	430	-14	6 400	7 082	+11
13	3 000	2 927	- 2	500	432	-14	7 200	7 706	+ 7
14	3 000	2 702	-10	500	444	-11	7 200	7 560	+ 5
15	2 700	2 218	-18	400	375	- 6	6 000	6 989	+16
16	3 000	2 911	- 3	500	336	-33	7 200	7 310	+ 1
17	3 000	2 991	-.3	500	519	4	7 200	7 113	- 1
18	3 000	2 678	-11	500	407	-19	7 200	7 764	+ 8
19	3 000	2 944	- 2	500	488	- 2	7 200	6 953	- 3
20	3 000	2 476	-17	500	386	-23	6 600	5 696	-14
21	1 800	1 405	-22	300	316	5	3 000	2 809	- 6
22	1 800	1 062	-41	300	172	-43	3 000	1 762	-41
23	3 000	2 236	-25	500	348	-30	2 400	1 544	-36
24	3 000	2 813	- 6	500	-	-	2 400	1 573	-34
25	3 000	2 369	-21	500	386	-23	2 400	1 269	-47
26	3 000	2 163	-28	500	399	-20	2 400	1 554	-35
Total 1-26	73 800	66 972	- 9	12 200	9 434	-23	129 950	122 121	- 6

TARGETS AND ACTUAL CAR UNLOAD PERFORMANCE

1981-82 CROP YEAR

Week	VANCOUVER G.T.A. Target	VANCOUVER Actual Unloads	VANCOUVER % of Diff.	PRINCE RUPERT G.T.A. Target	PRINCE RUPERT Actual Unloads	PRINCE RUPERT % of Diff.	THUNDER BAY G.T.A. Target	THUNDER BAY Actual Unloads	THUNDER BAY % of Diff.
27	3 000	2 739	- 9	500	432	-14	2 900	2 208	-24
28	3 000	3 307	+10	500	429	-14	2 900	2 545	-12
29	3 000	2 630	-12	500	279	-44	2 900	2 574	-11
30	3 000	3 263	+ 9	500	234	-53	2 900	2 535	-13
31	3 000	2 985	-.5	500	426	-15	2 900	2 903	+.1
32	3 200	3 190	-.3	500	350	-30	2 900	2 601	-10
33	3 200	3 200	-	500	356	-29	2 900	2 878	-.75
34	3 200	3 143	- 2	500	349	-30	2 900	2 414	-17
35	3 200	2 703	-15	500	387	-23	2 900	1 772	-39
36	2 550	2 406	- 6	500	280	-44	2 320	1 754	-24
37	2 750	3 111	+13	500	235	-53	4 270	1 922	-55
38	3 200	3 877	+21	500	533	+ 7	5 630	5 164	- 8
39	3 200	3 427	+ 7	500	486	- 3	7 000	5 429	-22
40	3 000	3 452	+15	500	483	- 3	6 500	5 925	- 9
41	3 000	3 033	+ 1	500	460	- 8	7 000	6 792	- 3
42	3 000	3 391	+13	500	508	+ 2	7 800	7 126	- 9
43	2 700	3 197	+18	400	492	+23	6 500	6 789	- 4
44	3 200	3 264	+ 2	500	504	+.8	7 800	7 981	- 2
45	3 200	3 672	+15	500	411	-18	7 800	8 147	+ 4
46	3 200	3 283	+ 3	500	433	-13	7 800	8 386	+ 7
47	3 200	3 249	+ 1	500	512	+ 2	7 800	8 524	+ 9
48	2 750	3 198	+16	400	313	-22	6 500	7 125	+10
49	3 200	3 506	+10	500	523	+ 5	7 800	8 541	+ 9
50	3 200	2 655	-17	500	414	-17	7 800	7 627	- 2
51	3 200	2 740	-14	500	336	-33	7 800	8 269	+ 6
52	3 400	2 946	-13	500	394	-21	7 800	5 457	-30
Total 27-52	79 750	81 567	+ 2	12 800	10 559	-18	142 020	133 388	- 6
TOTAL 1-52	153 550	148 539	- 3	25 000	19 993	-20	271 970	255 509	- 6

TABLE 2: COMPARISON BETWEEN THE CUMULATIVE NUMBER OF GRAIN CARS UNLOADED IN THE 1981-82 AND 1980-81 CROP YEARS

Week	Vancouver			Prince Rupert			Thunder Bay			Churchill			Total		
	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.
1	2 377	1 351	+76	203	431	-53	4 297	6 011	-28	138	248	-44	7 015	8 041	-13
2	5 150	3 065	+68	555	772	-28	9 738	12 500	-22	884	631	+39	16 327	16 968	- 4
3	7 956	5 531	+44	1 018	1 184	-14	14 892	18 758	-21	1 609	1 214	+32	25 475	26 687	- 5
4	10 853	7 935	+37	1 354	1 667	-19	19 886	24 639	-19	2 472	1 689	+46	34 565	35 930	- 4
5	13 474	10 409	+29	1 769	2 045	-13	21 671	30 342	-29	3 190	1 996	+60	40 104	44 792	-10
6	15 776	12 722	+24	2 121	2 504	-15	21 693	36 018	-33	3 943	2 413	+63	43 533	53 657	-19
7	18 063	14 925	+21	2 470	2 969	-17	24 114	42 360	-43	4 559	3 187	+43	49 206	63 441	-22
8	21 121	17 162	+23	2 931	3 353	-13	30 621	48 485	-33	5 369	4 115	+30	60 042	73 115	-18
9	24 333	19 537	+25	3 283	3 737	-12	35 233	54 651	-35	6 222	5 100	+22	69 071	83 025	-17
10	27 507	21 920	+25	3 644	4 297	-15	41 430	62 399	-34	7 176	5 644	+27	79 757	94 334	-15
11	29 991	24 109	+24	4 010	4 613	-13	47 511	68 250	-30	7 759	5 735	+35	89 271	102 707	-13
12	33 077	26 627	+24	4 440	5 043	-12	54 593	74 784	-27	8 140	5 735	+42	100 250	112 189	-11
13	36 004	29 346	+23	4 907	5 410	- 9	62 299	80 656	-23	8 140	5 735	+42	111 350	121 147	- 8
14	38 706	32 258	+20	5 316	5 810	- 8	69 865	86 850	-20	8 140	5 735	+42	122 027	130 653	- 6
15	40 924	24 633	+18	5 691	6 214	- 8	76 854	91 747	-16	8 140	5 735	+42	131 609	138 329	- 5
16	43 835	37 449	+17	6 027	6 781	-11	84 164	97 545	-14	8 140	5 735	+42	142 166	147 510	- 4
17	46 826	40 225	+16	6 546	7 084	- 8	91 409	103 350	-11	8 140	5 735	+42	152 921	156 394	- 2
18	49 504	42 418	+17	7 000	7 552	- 7	99 183	108 860	- 9	8 140	5 735	+42	163 827	164 565	-.44
19	52 448	44 352	+18	7 441	8 066	- 8	106 136	114 042	- 7	8 140	5 735	+42	174 165	172 195	+ 1
20	54 924	46 309	+19	7 827	8 561	- 9	111 832	118 156	- 5	8 140	5 735	+42	182 723	178 761	+ 2
21	56 329	47 321	+19	8 143	8 732	- 7	114 641	119 931	- 4	8 140	5 735	+42	187 253	181 719	+ 3
22	57 391	48 153	+19	8 315	8 939	- 7	116 403	121 334	- 4	8 140	5 735	+42	190 249	184 161	+ 3
23	59 627	50 239	+19	8 663	9 481	- 9	117 947	122 929	- 4	8 140	5 735	+42	194 377	188 384	+ 3
24	62 440	53 008	+18	(no unloads)	9 930	-	119 520	124 813	- 4	8 140	5 735	+42	190 100	193 486	- 2
25	64 809	55 995	+16	9 049	10 371	-13	120 789	126 602	- 5	8 140	5 735	+42	202 787	198 703	+ 2
26	66 972	58 869	+14	9 448	10 878	-13	122 343	128 183	- 5	8 140	5 735	+42	206 903	203 665	+ 2

TABLE 2: COMPARISON BETWEEN THE CUMULATIVE NUMBER OF GRAIN CARSUNLOADED IN THE 1981-82 AND 1980-81 CROP YEARS

Week	Vancouver			Prince Rupert			Thunder Bay			Churchill			Total		
	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.
27	69 711	62 108	+12	9 866	11 353	-13	124 676	129 774	- 4	138	248	-44	204 391	203 483	+.4
28	73 018	64 566	+13	10 295	11 825	-13	127 221	131 210	- 3	884	631	+39	211 418	208 232	+ 2
29	75 219	66 965	+12	10 574	12 240	-14	129 795	133 035	- 2	1 609	1 214	+32	217 197	213 454	+ 2
30	78 482	69 825	+12	10 808	12 668	-15	132 330	134 724	- 2	2 472	1 689	+46	224 092	218 906	+ 2
31	81 467	72 699	+12	11 234	13 246	-15	135 233	136 285	- 1	3 190	1 996	+60	231 124	224 226	+ 3
32	84 657	75 495	+12	11 584	13 693	-15	137 834	137 835	-	3 943	2 413	+63	238 068	229 436	+ 4
33	87 857	78 007	+13	11 940	13 905	-14	140 712	139 922	+ 1	4 559	3 187	+43	245 068	235 021	+ 4
34	91 000	80 278	+13	12 289	14 310	-14	141 679	141 679	-	5 369	4 115	+30	250 337	240 382	+ 4
35	93 703	83 018	+13	12 676	14 729	-14	144 898	144 391	+ 1	6 222	5 644	+22	257 499	247 238	+ 4
36	96 109	86 097	+12	12 956	15 100	-14	146 652	148 265	- 1	7 176	5 735	+27	262 893	255 106	+ 3
37	99 220	88 153	+13	13 191	15 450	-15	148 574	152 833	- 3	7 759	5 735	+35	268 744	262 171	+ 3
38	103 097	90 472	+14	13 724	15 845	-13	153 738	157 776	- 3	8 140	5 735	+42	278 699	269 828	+ 3
39	106 524	93 847	+13	14 210	16 140	-12	159 167	163 405	- 3	8 140	5 735	+42	288 041	279 127	+ 3
40	109 976	96 619	+14	14 693	16 632	-12	165 092	168 816	- 2	8 140	5 735	+42	297 901	287 802	+ 4
41	113 009	99 258	+14	15 153	17 143	-12	171 884	174 483	- 1	8 140	5 735	+42	308 186	296 619	+ 4
42	116 400	101 138	+15	15 661	17 546	-11	179 010	179 460	-	8 140	5 735	+42	319 211	303 879	+ 5
43	119 597	103 357	+16	16 153	17 926	-10	185 799	185 353	-	8 140	5 735	+42	329 689	312 371	+ 5
44	122 861	106 277	+16	16 657	18 330	- 9	193 780	192 045	+ 1	8 140	5 735	+42	341 438	322 387	+ 6
45	126 533	109 628	+15	17 068	18 811	- 9	201 884	197 498	+ 2	8 140	5 753	+42	353 625	331 672	+ 7
46	129 816	113 156	+15	17 501	19 297	- 9	210 270	202 751	+ 4	8 140	5 735	+42	365 727	340 921	+ 7
47	133 065	115 973	+15	18 013	19 745	- 9	218 794	208 055	+ 5	8 140	5 735	+42	378 012	349 508	+ 8
48	136 263	118 422	+15	18 326	19 972	- 8	225 918	212 118	+ 6	8 140	5 735	+42	388 647	356 247	+ 9
49	139 742	121 338	+15	18 849	20 304	- 7	234 460	217 504	+ 8	8 140	5 735	+42	401 191	364 881	+10
50	142 424	124 036	+15	19 263	20 503	- 6	242 087	222 911	+ 9	8 140	5 735	+42	411 914	373 185	+10
51	145 164	126 634	+15	19 599	20 879	- 6	250 356	228 229	+10	8 140	5 735	+42	423 259	381 477	+11
52	148 110	129 023	+15	19 993	21 036	- 5	257 875	233 686	+10	8 140	5 735	+42	434 118	389 480	+11

TABLE 3: COMPARISON BETWEEN THE CUMULATIVE NUMBER OF TONNES SHIPPED BY WEEK IN THE 1981-82 AND 1980-81 CROP YEARS

Week	Vancouver			Prince Rupert			Thunder Bay			Churchill			Total		
	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.
1	199 429	165 682	+20	28 827	43 160	-33	274 487	291 972	- 6				502 743	500 814	+.38
2	416 569	290 224	+43	49 426	72 538	-32	530 153	677 474	-22	62 400			1 058 548	1 040 236	+ 2
3	606 528	456 956	+33	64 724	89 560	-28	882 392	966 887	- 9	92 400			1 646 044	1 513 403	+ 9
4	805 629	652 416	+23	90 467	109 377	-17	1 076 704	1 418 524	-24	127 900	23 500	+444	2 100 700	2 203 817	- 5
5	952 663	766 879	+24	107,648	137 090	-21	1 210 258	1 744 711	-31	193 000	54 211	+256	2 463 569	2 702 891	- 9
6	1 121 192	896 884	+25	131 938	163 991	-19	1 216 099	2 018 828	-40	228 500	76 786	+198	2 697 729	3 156 489	- 14
7	1 279 741	1 021 265	+25	159 989	195 073	-18	1 480 057	2 401 593	-38	268 499	101 187	+165	3 188 286	3 719 118	- 14
8	1 560 401	1 155 406	+35	186 256	208 477	-11	1 896 439	2 821 763	-33	312 799	123 763	+153	3 955 895	4 309 409	- 8
9	1 787 687	1 304 332	+37	209 552	232 932	-10	2 254 572	3 308 405	-32	341 799	147 381	+132	4 593 610	4 993 050	- 8
10	2 014 704	1 437 122	+40	226 982	256 943	-12	2 761 786	3 703 239	-25	422 154	190 081	+122	5 425 626	5 587 385	- 3
11	2 180 145	1 591 700	+37	252 642	280 851	-10	3 128 788	3 993 081	-22	436 241	233 082	+ 87	5 997 816	6 098 714	- 2
12	2 353 540	1 752 428	+34	282 401	303 735	- 7	3 490 856	4 235 463	-18	458 476 *	233 082	+ 97	6 585 273	6 524 708	+ 1
13	2 538 972	1 940 831	+31	312 710	308 040	+ 1	3 894 220	4 572 251	-15	458 476	233 082	+ 97	6 745 902	6 821 122	- 1
14	2 722 282	2 097 768	+30	333 175	339 724	- 2	4 219 553	4 879 711	-13	458 476	233 082	+ 97	7 275 010	7 317 203	- 1
15	2 888 355	2 254 217	+28	354 274	368 928	- 4	4 621 760	5 272 140	-12	458 476	233 082	+ 97	7 864 389	7 895 285	-.39
16	3 142 863	2 451 256	+28	386 894	397 110	- 3	5 120 901	5 562 608	- 8	458 476	233 082	+ 97	8 650 658	8 410 974	+ 3
17	3 336 318	2 604 766	+28	417 856	408 845	+ 2	5 512 918	5 947 467	- 7	458 476	233 082	+ 97	9 267 092	8 961 078	+ 3
18	3 516 420	2 747 062	+28	452 767	441 388	+ 3	6 087 469	6 346 329	- 4	458 476	233 082	+ 97	10 056 656	9 534 779	+ 5
19	3 699 678	2 865 165	+29	480 320	472 333	+ 2	6 555 735	6 756 007	- 3	458 476	233 082	+ 97	10 735 733	10 093 505	+ 6
20	3 908 458	2 997 746	+30	502 082	510 176	- 2	7 027 270	6 905 876	+ 2	458 476	233 082	+ 97	11 437 810	10 413 798	+ 10
21	4 006 072	3 040 121	+32	510 322	510 176	+.02	7 298 248	7 176 854	+ 2	458 476	233 082	+ 97	11 814 642	10 727 151	+ 10
22	4 070 067	3 103 162	+31	522 089	517 588	+ 1	7 402 442	7 190 379	+ 3	458 476	233 082	+ 97	11 994 598	10 811 129	+ 11
23	4 212 531	3 290 342	+28	548 327	550 913	-.46	7 487 039	7 190 379	+ 4	458 476	233 082	+ 97	12 247 897	11 031 634	+ 11
24	4 455 194	3 483 164	+28	559 678	573 735	- 2	7 600 559	7 190 379	+ 6	458 476	233 082	+ 97	12 615 431	11 247 278	+ 12
25	4 594 248	3 686 231	+24	566 631	607 438	- 7	7 686 114	7 190 379	+ 7	458 476	233 082	+ 97	12 846 993	11 484 048	+ 12
26	4 775 335	3 827 464	+25	593 205	637 063	- 7	7 789 281	7 190 379	+ 8	458 476	233 082	+ 97	13 157 821	11 654 906	+ 13

* Churchill Shipping Season Closed After Week 12 of the 81-82 Crop Year

TABLE 3: COMPARISON BETWEEN THE CUMULATIVE NUMBER OF TONNES SHIPPED BY WEEK IN THE 1981-82 AND 1980-81 CROP YEARS

Week	Vancouver			Prince Rupert			Thunder Bay			Churchill			Total		
	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.	1981-82	1980-81	% Diff.
27	4 930 925	4 033 025	+22	614 683	655 388	- 6	7 896 716	7 190 379	+10	458 476	233 082	+97	13 900 800	12 111 874	+15
28	5 116 863	4 110 193	+24	641 919	694 996	- 7	8 022 961	7 190 379	+12	458 476	233 082	+97	14 240 219	12 228 650	+16
29	5 316 977	4 272 683	+24	666 758	714 438	- 7	8 192 467	7 190 379	+14	458 476	233 082	+97	14 634 678	12 410 582	+18
30	5 501 533	4 483 701	+23	681 846	748 205	- 9	8 335 723	7 190 379	+16	458 476	233 082	+97	14 977 578	12 655 367	+18
31	5 716 827	4 625 042	+24	709 320	777 649	- 9	8 489 278	7 190 379	+18	458 476	233 082	+97	15 373 901	12 826 152	+20
32	5 926 330	4 805 238	+23	719 479	791 557	- 9	8 626 381	7 190 379	+20	458 476	233 082	+97	15 730 666	13 020 256	+21
33	6 162 223	4 945 828	+25	756 968	806 900	- 6	8 732 630	7 190 379	+21	458 476	233 082	+97	16 110 297	13 176 189	+22
34	6 380 656	5 130 627	+24	775 162	834 725	- 7	9 098 165	7 260 583	+25	458 476	233 082	+97	16 712 459	13 459 017	+24
35	6 580 999	5 334 780	+23	790 340	864 366	- 9	9 250 796	7 441 883	+24	458 476	233 082	+97	17 080 611	13 874 111	+23
36	6 731 882	5 522 292	+22	816 663	888 471	- 8	9 300 786	7 748 881	+20	458 476	233 082	+97	17 307 807	14 618 120	+18
37	6 920 824	5 751 185	+20	832 890	911 880	- 9	9 470 675	8 042 240	+18	458 476	233 082	+97	17 682 865	14 938 387	+18
38	7 206 192	5 940 044	+21	859 654	937 550	- 8	9 793 578	8 374 905	+17	458 476	233 082	+97	18 317 900	15 485 581	+18
39	7 398 965	6 145 370	+20	890 355	944 719	- 6	10 155 567	8 652 631	+17	458 476	233 082	+97	18 903 363	15 975 802	+18
40	7 661 113	6 312 524	+21	915 192	980 118	- 6	10 696 049	8 969 558	+19	458 476	233 082	+97	19 730 830	16 495 282	+20
41	7 875 309	6 457 982	+22	947 873	1 024 571	- 7	11 184 559	9 467 407	+18	458 476	233 082	+97	20 466 217	17 183 042	+19
42	8 067 608	6 595 060	+22	978 393	1 039 329	- 6	11 800 810	9 937 606	+19	458 476	233 082	+97	21 305 287	17 805 077	+20
43	8 413 518	6 780 803	+24	1 022 498	1 067 100	- 4	12 265 713	10 197 122	+20	458 476	233 082	+97	22 160 205	18 278 107	+21
44	8 624 040	6 962 990	+24	1 051 119	1 083 171	- 3	12 757 623	10 681 940	+19	458 476	233 082	+97	22 891 258	18 961 183	+20
45	8 924 755	7 169 280	+24	1 074 551	1 105 798	- 3	13 239 790	11 006 217	+20	458 476	233 082	+97	23 697 572	19 514 377	+21
46	9 143 971	7 405 364	+23	1 100 351	1 148 043	- 4	13 883 619	11 415 076	+22	458 476	233 082	+97	24 586 417	20 201 565	+22
47	9 328 375	7 571 534	+23	1 131 468	1 164 143	- 3	14 461 961	11 785 192	+23	458 476	233 082	+97	25 380 280	20 753 951	+22
48	9 538 392	7 717 694	+24	1 154 932	1 190 534	- 3	15 046 388	12 115 145	+24	458 476	233 082	+97	26 198 188	21 256 455	+23
49	9 779 922	7 866 358	+24	1 183 187	1 199 534	- 1	15 642 286	12 470 803	+25	458 476	233 082	+97	27 063 871	21 769 777	+24
50	9 935 762	7 992 345	+24	1 211 695	1 199 534	+ 1	16 071 560	12 797 574	+26	458 476	233 082	+97	27 677 493	22 222 535	+24
51	10 098 888	8 152 485	+24	1 225 074	1 197 864	+ 2	16 660 507	13 110 514	+27	458 476	233 082	+97	28 442 945	22 693 945	+25
52	10 341 033	8 299 555	+25	1 250 933	1 226 054	+ 2	17 142 338	13 484 749	+27	458 476	233 082	+97	29 192 780	23 218 232	+26
				1 499 634	795 948*										

* Winter Rail Departure from Thunder Bay